

GEN. ROBERT SMALLS.

GEN. ROBERT SMALLS. Sketch of One of the Most Remark-

able Characters in the House of Representatives. One of the most remarkable men in the House of Representatives is Gen. Robert Smalls, whose picture is presented above.

He was born at Beaufort, S. C., on the 5th of April, 1839, and now lives on the very place where he was born. He lived in Beaufort, leading the monotonous life of his race, until the year of 1851, when he went to Charleston and worked at the rigger's trade, and also led a seafaring life in sailing along and about the coast of South Carolina and Florida. It was here that he acquired that knowledge of the bars and harbors of the seacoast which he afterward used to such signal advantage to the Union cause. For two years he was a stevedore in Charleston, and in July, 1861, went on board the steamer Planter, then a confederate transport plying between the city and Fort Sunter and other points in Charleston harbor. This craft was also the special dispatch boat of Gen. Ripley. After being on this vessel about two months he was made wheelsman. (At that time it was not in accordance with coastwise, naulical cit quette to call a colored man a pilot.) In this situation he continued until the 13th of May, 1862.

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cordance with coastwise, nautical etiquette to call a colored man a pilot.) In this situation he continued until the 13th of May, 1863.

The captain, chief engineer, and mate of the Pinnter all had gone ashore up into the city the previous night, where They slept, leaving on board a crew of eight men, all colored, among whom was Gen. Smalls.

A consultation was held and it was resolved by these eight men, Gen. Smalls at their head, to setze the boat and carry it out to the United States fleet outside the harbor. The design was hazardous in the extreme. The little boat would have to pass beneath the guns of the batteries. Failure and detection would have been certain death. Fearful was the venture, but it was made. The daring resolution had been formed, and under command of Robert Smalls, the wheelsman, steam was put on, and with ber valuable cargo of guns and ammunition, intended for Fort Ripley, a new fortffication just constructed in the harbor, about 2 o'clock in the morning, the Planter silently moved off from her dock, steamed up to North Atlantic wharf, where the wife and children of another of the crew were waiting to embark. Noiselessly the vessel approached the wharf, and in silence and in haste received the waiting women and children on board, and then started down the river out to sea. The regular signal was given as Fort Johnson was passed and was answered, and so at Fort Sumter. As soon then as the boat was out of range of the guns of these grim guardians of the city, the flag of truce was raised and out for the ocean she steamed.

In the misty morning a frigate was described off the bar. The Planter's crew, the strange ship hove round and presented her broadside and opened her ports. The command had already been given, "Ready," and the captain of the Union ship asked, "What boat that was, and what was wanted." The reply was egiven and the Planter's crew, the strange ship hove round had ins men, who proceeded to go around the stern of the ship, when they were brought to a standardsill by the captai

to a stand-still by the captain's thundering tones as he called out, "Stop, or I will blow you out of the water." The Planter then came alongside, the movement of her was explained, and an officer named Watson and feur men were put on board. The strange ship proved to be the sailing frigate Onward and the officer Capt. Nichols. Smalls was transferred to the gunboat Augusta, the flag ship off the bar, under the command of Capt. Parrot, whence he afterward proceeded to Port Royal to Commodore Dupont, then in command of the southern squadron, where the Planter was

ward proceeded to Port Royal to Commodore Dupont, then in command of the southern squadron, where the Planter was received, and Robert Smalls was entered upon the navy list as a pilot. The Planter was put undercommand of an officer from the ship Wabash, named Phonix.

It was found that although the services of Gen. Smalls would be favaluable as a pilot; yet he could not receive payas such, there being some regulation in the service requiring these officers to have been graduates of some naval school. This difficulty was easily obviated, however, Mr. Smalls being commissioned. He received a commission as second, lleutenant of company B, 1st South Carolina volunters, under command of Gen. Rufus Saxton, which was afterward called the 33d regiment United States colored troops, and which was then being formed. He was then detailed to set as pilot. Gen. Smalls was soon afterward ordered to Elisto to join the gunboat Crusader, Capt. Ryan. He then proceeded in the Planter, in company with the Crusader, to Simmons' Bluff, on Wadmadlaw sound, where a sharp battle was fought between these boats and a confederate light battery and some inbattle was fought between these boats and a confederate light battery and some in-fantry. The confederates were driven out

a confederate light battery and some infantry. The confederates were driven out of their works, and scampered away from the shells that fell thick and bot around and after them. The troops on the Planter landed and captured all the tents and provisions of the enemy. This occurred sometime in June, 1862.

Gen. Smalls continued to act as pilot on board the Planter and the Crusader, and as blockailing pilot between Charleston and Beaufort. He made repeated trips up and along the rivers near the coast, pointing out and removing the torpedoes which he blimself had assisted in sinking and putting in position. During these trips he was present in several sarriamages and sattless at Adams's Run on the Dawho river, where the Planter was holly and severely fired upon, also at Rockville, John's Island, and other places. Afterward he was ordered back to Port Royal, whence he piloted the fleet up Broad river to Pocotaligo, where a very severe battle ensued. Gen. Smalls was the pilot on the monitor Keekuk, Capt. Ryan, in the memorable attack on Fort Sumter, on the afternoon of the 7th of April, 1863. In this attack the Keekuk was struck nincity-six times, nineteen passing through her. She retired from the engagement only to sizk on the next morning near Light House inlet. Gen. Smalls left her just before she went down, and was taken on board of the Ironsides. The next day the fact returned to Histon Head.

When Gen. Gilmore took command Smalls became pilot in the quartermaster's department in the expedition on Morris Island. He was then stationed as pilot of the Stono, where he remained until the Linted States troops took possession of the south end of Morris island, then he was put in charge of Light House inlet as pilot,

Lipon one occasion while the Planter, then under command of Capt. Nickerson, was sailing through Folly island crock the confederate batteries opened a very hot fire upon her. Capt. Nickerson became demonsilated and laft the pilot house, took command of the boat, and carried her safely out of the reach of

of Gen. Gilmore, commanding the department of the south, to the rank of captain, and was ordered to act as captain of the Planter, which was used as a supply boat along the coast until the end of the war. In September, 1800, he carried his boat to Baltimore, where she was put out of commission and sold and her gallant captain received his honorable discharge.

It should have been mentioned in its proper piace that when the Planter was delivered to the United States authorities she was appraised at the value of \$9,000; one-half of which was turned over to the crew of eight men that captured her; of this one-half Smalls received \$1,300.

After his discharge Gen Smalls returned to Hegufort.

He was, of course, received with great celat by his people, who never wearied of bearing of his gallant services and the dangers through which he had passed. To his people his experience seemed like a romance and he himsoif a hero and an idol. He was associated with that struggle which had resulted in their freedom, and hence was identified with that freedom. He at once became their recognized leader, and guided and directed their sentiments and opinions in their endeavors to put into practical operation the results of their emancipation and enfranchisement.

Gen. Smalls was a prominent member of the constitutional convention and was one of its finance committee.

At the first general election of 1808, he was chosen a member of the House of Representatives from his county where he took an active part in the discussions and actions of that body. He manifested a deep interest in the homestead act, and was the introducer of the civil rights bill that finally passed the House.

In 1870 he was elected to the senate of the state. He was re-elected in 1872 and served until March, 1875, when he resigned to take his seat in the forty-fourth Congress to which he had been elected at the general election of 1874. He was clected to the forty-fifth Congress in 1880, and again counted out by tissue ballots.

He was a delegate to the national

HAWKINS TAYLOR HONORED.

The Territorial Legislature of Iowa Present the Oldest Survivor With Testimonial. A Washington man was highly honored

at the reunion last week at Des Moines of the living members of the Iowa legislature, from the first territorial body in 1838 up to the state legislature of 1865 inclusive. Hawkins Taylor, an old and respected citi zen of the District, was the only member of the legislature of 1838, and was the recipient of much attention, and in present-ing him with a testimonial of regard Speaker Head made the *following happy address:

MR. SPEAKER, PIONERR LEGISLATURE, AND MR. SPEAKER, PIONERS LEGISLATURE, AND GENTLENEN OF THE TWENTY-PIEST GENERAL ASSEMBLY: I trust it will not be deemed out of place on this occasion and in this presence, for one of the younger members of the lowa legislature to refer briefly to the great growth and unparalleled development of this great commonwealth. From the small beginning of which the distinguished ploneer legislators have so eloquently and interestingly spoken and unparalleled development of this great commonwealth. From the small beginning of which the distinguished ploneer legislators have so cloquently asken a position among the isterhood of states of which the old, the middle-sged, and young may well feel proud. Standing first in the leading productions of grain: first in the number of eattle, Texas only surpassing her. Ranking first of all the states in point of intelligence, and with less persons in prison in proportion to population than any other state excepting Minnesota, with colleges, universitiels, academies, and schools unsurpassed in the Union. With sample railroad facilities in overy county, and the third state in the Union as to number of miles of track and equipment, leading the six New England states in miles of railroads, lows excites the astonishment, and, I lear, the cnry of many older states. With an output of over four million tons of bituminous coal annually from her undeveloped coal fields, lows can furnish fuel for the factories of the nation and still have abundance for exports for centuries to come. With a good supply of fuel, for steam power, unlimited coal miles, fertile fields, and never falling crops, manufacturing establishments are settling down quietly over the black diamond coal fields, and beside the bursting corn cribs, cat and wheat bins, hog pensand-cattle yards, and ere another quarter century shall lave passed the state of population and wealth will be found in the Missisppi valley, and lows will lead all the states in manufacture, as she now leads them in agriculture, should the present protective policy of the government be continued.

This great growth and development, happiness and prosperity, is due in a great measure to the wise, just, and equitable legislation of the ploneer legislators who are here assembled, and as distinguished services merit the approval and commendation of any people, I in behalf of and for the house of representatives, the old propertics of the council, this cane, and with it their holes part you

Feelings of District Democrats.

President Cleveland's appointment for ecorder of deeds for the District, arousing the indignation of the Democrats, as it does, has no effect upon the sales of the Maryland Club whisky, which everybody knows to be the best and purest that can be knows to be the best and purest that can be made; and that this beverage is as oil on the troubled waters is attested by the long lines of Democrats and Republicans who wended their way into the palattal stone of John H. Magruder, the popular grocer, at 1417 New York avenue, all day yesterday. Mr. Magruder has the happy faculty of taking hold of only the best goods in the market, and by reason of prompt service and an excellent standard of quality, his place is justly placed among the celebrated and attractive features of Washington. Besides the Maryland Club whisky, Mr. Magruder has perhaps the most complete line of imported groceries, wines, and liquors to be found in the city. His number is 1417 New York avenue, and is convenient to all lines of street cars.

URGENT DEFICIENCY BILL.

Passed by the House After Brief, Interesting Discussion-District of Columbia Will Get the Bulk of the Early in yesterday's session of the House

deficiency for compensation of special agents of the treasury was occasioned by special examination required by a defalcation in the New Orleans subtreasury. There was appropriated for the armament of the four new cruisers, \$251,863. In his judgment there was an immense amount of work for the naval committee of the House work for the naval committee of the Licuse to de, and it should do it regardless of all consequences, if it desired to save profligate expenditures of the people's money. The first appropriation for the cruisers had been an unquarded appropriation. It had been an appropriation that left it within the power of the Secretary of the Navy to leave the money in one bureau and take it out of that bureau after obligations had been incurred, and place it in another. Congress lad steadily improved the modes and methods of making the appropriations, and from the date of the Robeson bill to the present hour legislation, under the direction of the appropriations committee, had been a vast improvement over the legislation that preceded it.

Mr. Cannon, of Illinois, said that the appropriation for armament had run somewhat beyond the original estimate. This increase was due to the change in plans. The armament had been improved, as it should have been. If Secretary Chandler and the present Secretary of the Navy had gone to work and constructed the armament authorised by Congress four or five years ago, without taking advantage of any improvement since, while they would have complied with the letter of the law, they would have deserved censure.

Referring to the liem (\$0,000) for the reto de, and it should do it regardless of al

would have violated its spirit, and would have deserved censure.

Referring to the item (\$6,000) for the repair of the treasury building, he stated that there was a leak in the roof, and commented on the fact that roofs would leak and iron would rust, even under this Democratic administration.

Mr. Hewitt, of New York, remarked that the treasury would not leak now.

Mr. Cannon retorted that the Democrate after incubating the eggs had found that the treasury accounts had only been 1 cent about, and that had afterwards been found.

"Turn the rascals out," suggested a Democrat.

ocrat, Mr. Cannon said that he would not talk

Mr. Cannon said that he would not talk about that.

Mr. Hewitt was not surprised that the gentleman would not talk about it. It was a delicate subject.

Mr. Cannon said that it was a subject which he would let the Democrate talk about. He was willing that the Democratic party should turn out anybody it had the manbood to turn out. He was willing that it should turn out the 70,000 Republican officeholders, but it should do it manfully. It should say to them: "We won this race. You are good officeholders and honest men, but we won the race and you must go." He was willing that honest Republicans should be turned out and honest Democrate put in. He wanted nothing but honesty, and he hated hyprocrisy in even such a little thing as the distribution of office.

Mr. Hewitt, of New York, called attention.

Mr. Hewitt, of New York, called attention to the item of appropriation to enable the Navy Department to pay existing obli-gations. He called attention to it, he said.

the Navy Department to pay existing obligations. He called attention to it, he said, because ne thought that this practice (whether carried on by the present or previous administrations) of contracting obligations prior to the appropriation of money was reprehensible.

Mr. Springer, of Illinois, was inclined to think that the expenditure had been illegal, but that it had been made by some officials in the Navy Department who had been there under the last administration.

Mr. McComas, Does that make it right?

Mr. Springer, No, sir; it does not. I want to show that if the administration is derelict in anything it is in its slowness in turning the rascale out.

Mr. McComas inquired whether the whole expenditure was not under the control of the head of the Navy Department.

Mr. Springer replied that nominally it was, but that the Secretary must necessarily depend in all these matters on the advice and recommendation of his subordinates. He thought that these unworthy officials whom Secretary Whitney had inherited from his predecessor should be turned out and honest Democrats put in.

Mr. Cannon suggested that the Navy Department was divided into bureaus, at the head of each of which was a naval officer. He did not know the politics of these officers, but he did know that the all-wise and reform President had the right to take any one of them by the hair of his head and place him on duty elsewhere. If there were dishonest rascale belonging to the navy, the Secretary had violated his duty in not getting rid of them. The gentleman from Illinois (Mr. Springer) could travel by one of two roads—either the President and Secretary were dishouest, or travel by one of two roads—either the President and Secretary were dishousest, or they were foolish and incompetent. Mr. Cannon asked Mr. Hewitt, in all decency and propriety, to stop his President and his Secretary of the Navy, and their Magwump and Democratic admirers from one ocean to the other, from eternally crying, morning, noon, and night, "Great and honest and wise am 1."

Mr. Springer wished to correct his colleague (Mr. Cannon). While it was true that the heads of bureau wore naval officers, some of them were appointed for a term of years. It was said that the President should have removed them as incompetent. The one of two roads-either the

years. It was said that the President should have removed them as incompetent. The President had been removing some persons be found incompetent, but it had been impossible in the brief space of one year to remove all the incompetent, dishonest, and unworthy officials whom he had found in office. The President had been obstructed by the senate in what he had already done. Let the Senate confirm his pominations, and it would not be another year before he had gone through all the departments, removed the dishonest men and put honest men in their places.

their places.

Mr. McAdoo, of New Jersey, promised that the committee of naval affairs would frame a measure to put a stop to the practice on the part of government officials of entering into obligations not authorized by law.

by law.

Mr. Reagan, of Texas, said that he would enter his protest against the practice by voting against the bill.

The committee then rose and the bill was passed—yeas 229, nays 20.

passed—yeas 229, nays 20.

THE BILL AS PASSED

provides an aggregate appropriation of \$634,452.65, divided as follows: For compensation of special agents independent reasury, 1895, \$58.05; 1886, \$4,000; annual repairs to treasury building, \$6,000; propagation of food fishes, \$12,900; artificial limbs, \$175,000; ordinance for the new steel cruisers, \$251,863; fees of jurors, \$50,000; fees of witnesses, \$125,000.

Included in the above are the following amounts for expenditure at

luring the remainder of the current fiscal
 Labor at naval ordnance proving ground.
 800

 Freight, &c.
 590

 16 spring firing attachments.
 700

 Primers.
 20

 Carriages for Chicago, material.
 10,000

 Gun shields, 8-inch.
 2,440

 Deck and field mounts.
 850

The Mikado Hop at Willard. The Willard Hall room presented an animated and oriental appearance last evening on the occasion of the Mikado ball. There was a programme of twelve dances, which was gone through. The two little daughters of Congressman Boyle and Gertle Frost personated the three little girls from school. Mrs. Ward wore a pretty Japanese dress, and others present were Commander and Mrs. Kellogg, Hon. and Mrs. and Miss Beach, Mr. and Mrs. H. A. Willard, Mr. Harry Willard, Miss Hellen Cannon, Mr. and Mrs. J. G. Cannon, Hon. and Mrs. D. M. Littler, Hon. and Mrs. Bentley, Miss Bell Vedder, Mr. Robinson, Mr. Lamon, Mr. H. J. Jones, Gen. and Mrs. Black, Mr. H. P. Dresser, Capt. Andreas, Mr. Landon Burchell and Miss Burchell, and Miss Butterworth. evening on the occasion of the Mikado ball.

THE MANASSAS PANORAMA.

Some Account of the Wonderful Picture of the Second Bull Run Fight. The panorama of the battle of Manassas, or Second Bull Run, recently erected at the corner of Fifteenth street and Ohio avenue, the urgent deficiency bill was taken up. Mr. Burnes, of Missouri, explained the several provisions of the bill. Part of the has attracted hundreds of spectators during the last week. It is not only a credit and attraction to Washington, but reflects honor

on its originators.

This famous battle-called by us the "Second Battle of Bull Run," and by the confederates the "Battle of Manassas"—

confederates the "Battle of Manassas"—
was fought on the 30th day of August, 1862,
on ground already rendered historic as the
seens of the first great struggle in the civil
war—the "First Battle of Bull Run," July
21, 1861.

A sanguinary fight on the night of the
28th, and several severe engagements during the 29th, terminating with a furious assault made on the enemy at dark at Groveton, were in themselves battles, and, although measured by the events of the day
to follow, were but combats, yet in a military sense formed an integral part of the
second battle of Bull Run.
Our forces, known as the "Army of Virginia," composed of the previously independent commands of Gens. McDowell,
Barks, and Fremont, were commanded by
Maj. Gen. John Pope; those of the enemy—
the "Army of Northern Virginia"—were led
by Gen. Robert E. Lee. Numerically these
forces were quite evenly balanced, the
armics each comprising about 53,000 men of
all arms.

The panorama contains 20,000 square feet

operators.

THE ANNUAL MEETING OF THE southholders of the National Life Insurance company of the United States of America for the election of directors of said Company for the cassing-year will be held at the office of the Company, 401 9th st., cor. D. N. W., on TUESDAY, MARCH 9, 1886, at 10 o'clock b. m. fe2-9.

J. H. NITCHIE, Secretary. forces were quite evenly balanced, the armies each comprising about \$5,000 men of all arms.

The panorama contains 20,000 square feet of canvas, and represents the battle-field of Manassas and the surrounding country. In the center of the building in which it is located is a raised platform, upon which the spectator stands. Below the platform it he natural ground, upon which short pine trees and bushes are growing. Stones, old muskets, canteens, and equipments are strewn about, and an army ambulance overturned and shattered. An old Virginia rail fence extends a short way, and joins one painted in the picture. The painting is so realistic that it is difficult to distinguish where the real foreground ceases and the painting begins. Several figures of soldiers are stretched upon the ground, with it is easier than the ground, with it is easier than the sand. These are parity painted and partly artificial forms, and the allusion is so perfect that it is absolutely impossible to distinguish between the painted and artificial.

All through the picture will be found

satisfy articular forms, and the autusion is so perfect that it is absolutely impossible to distinguish between the painted and artificial.

All through the picture will be found very many figures and groups that are in themselves pictures. Some are painted on the canvas, some are part of the artificial foreground, and some are a combination of both. The whole is truthful and realistic and artistic in the highest degree, representing in the best possible manner a momentous page in the history of our common country.

As a work of art the picture demands more than passing attention. It was executed under the direction of M. Theodore Polipet, of Paris, a famous French artist, assisted by nine or ten talented and well-known French artists, all of whom have been admitted to the French Salon. In order to gain a correct idea of the battle-field, two months were spent by the artists in the neighborhood of Manassas painting studies of the landscape, and four mouths were consumed in executing this picture. All the figures in the foreground are lifelike. The lights and shadows introduced are excellent in the vividness of their portrayal. As a study of history the cyclorama is excellent, as no better idea of the protrayal. As a study of history the cyclorama is excellent, as no better idea of the famous battle and those who fought it can be gained than by half an hour spent in looking at the picture. The building is well warmed, and lighted at night by 300 Edison electric lights. The platform and passages are carpeted, and comfortable seats provided. An elegantly furnished ladies' parlor, with toilet room and ward-robe attached, adjoins the entrance. A large amount of money has been spent in erecting the building, and it is a permanent affair. It is open from 0 a. m. to 11 p. m., an explanatory lecture being delivered frequently.

The lapse of years serves only to increase public interest in the events of our creat

an explanatory lecture being delivered frequently.

The lapse of years serves only to increase public interest in the events of our great eivil war. Accounts of the principal battles are read with greater interest than any other literary products of the time. This panorama is admirably adapted to meet this growing demand. It has come in good time, in good shape, and it will stay.

Meade Post Hop. Meade Post, No. 5, G. A. R., had a most delightful reunion last night. The dancing commenced at 9 o'clock and continued until commenced at 9 o'clock and continued until 12 o'clock. The post seems to have taken new life, and the indications are that its former record will be surpassed in the way of amusements and pleasant recreations. Dr. W. B. Pomeroy, chairman; Comrades C. P. Bundiek, Elliott, and Jos. Deneane, of the committee, and Capt. L. B. Dowe, late commander of the post, deserve great credit for their efforts to make the enter-tainment a success.

LEGAL (Eight years Assistant U. S. Attorney General.)

(Eight years Assistant Com. on Fostoffices and Postroads, House of Representatives.)

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OFFICE OF THE ENGINEER COMMISSIONER.

WASHINGTON, D. C., Feb. 23, 1886.

Notice is hereby given that on SATURDAY,
MARCH 0, 1886, the Fish Wharf Privileges in
Washington and the Fish Stalls in Georgetown will be sold at public anction for the term
of one year from March 1, 1886, as follows:
At 2 o'clock p. m., on the premises, six Fish
stalls in the Georgetown Market House to the
highest bidder. Terms cash, in advance.
Also, at 3 o'clock p. m. on same day, on B
street, between 7th and with streets northwest,
in front of the fish stalls of Washington (Center)
Market, all rights and privileges granted or
allowed by the laws of the corporation of Washington to establish wharves or docks for landing, cleaning, and the sale of fish in the city of
Washington; and no wharf or dock shall be
deemed eligible unless situated at some point
on the north side of the Fotomac river, between
11th street cast and 14th street west, to the
highest bidder.

Terms: One hundred dollars to be paid on
the day of sale, and the residue to be paid
within five days from day of sale.
By order of the Board of Commissioners, D. C.;

"Tho the Street Day Lay Commissioners, D. C.;

"The Commissioners, D. C.

"The Commissioners, D. C.

"The Commissioners, D. C.

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Requisiblens No. 186, Class A. "Mount Savage" fire bricks B. Holystones, soanstone, cotton waste, &cc. 187, Common Cullines; 198,
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Steel; B. Iron and Thu 171, Leather, and
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Specifications and forms for proposals can be obtained at this office. The right is reserved to reject any and all proposals.

MINOR M. WILSON,

mb3.68.8.956.2768 Colone U. S. Aray.

mhags, 9,36,27,68 Colonel U. S. Aray,

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Requisition No. 91, Steam Fittings, Globe and
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